



MONTGOMERY COUNTY PLANNING DEPARTMENT
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Consent Item #
MCPB 09-06-07

MEMORANDUM

DATE: August 23, 2007
TO: Montgomery County Planning Board
VIA: Rose Krasnow, Chief *RK*
 Development Review Division
 Robert A. Kronenberg, Acting *RAK*
 Supervisor
FROM: Sandra Pereira *SP*
 Development Review Division
 (301) 495-2186



REVIEW TYPE: Site Plan Amendment
CASE #: 82001010C
PROJECT NAME: Wisconsin Place
APPLYING FOR: Minor revisions associated with the pedestrian/ vehicle signage, bike path, retail roof plan, street light fixtures, exterior finish material, parking garage, mid-block crosswalks, layout of street trees and light fixtures, onsite amenity & public use space, sidewalk detail, and planting schedule

REVIEW BASIS: Div. 59-D-2.6 of Montgomery County Zoning Ordinance
ZONE: CBD-2 with the Chevy Chase Comparison Retail Overlay Zone
LOCATION: Bounded by Wisconsin Avenue, Willard Avenue, Friendship Boulevard and Western Avenue
MASTER PLAN: Friendship Heights Sector Plan
APPLICANT: WP Project Developer, LLC c/o New England Development
FILING DATE: June 18, 2007
HEARING DATE: September 6, 2007

STAFF RECOMMENDATION: Approval of the proposed amendment to Site Plan 82001010B and approval of the attached draft Planning Board Resolution for the Site Plan 82001010C requesting to include the approved Signage Package; addition of a brick band to the bike path; revisions to the retail roof plan; substitution of street light fixture type along Western Avenue; upgrade of exterior finish material of retail buildings; phasing of the parking garage; revisions to mid-block crosswalks, and adjustments to the location of street light fixtures and street trees along Western Avenue and Friendship Boulevard; addition of potential restaurant outdoor seating area; revisions to the sidewalk detail; and revisions to the planting schedule.

BACKGROUND

Wisconsin Place (formerly Friendship Place) is a mixed-use project that includes retail, office, community center, and residential uses, located in Friendship Heights on the site that formerly housed the Hecht's Department store.

Project Plan 9-99001

The Planning Board approved the Project Plan on May 11, 1999 for 450,000 square feet of retail space; 40,000 square feet of optional grocery store; 300,000 square feet of office space; 150,000 square feet of hotel; 150,000 square feet of residential space; community center; public use and amenity spaces; underground parking garage; and public arts program.

Project Plan Amendment A 9-99001A

Amendment A, approved on January 17, 2001, maintained the previously approved development square footage total while rearranging and resizing the uses in the mix. It increased office space from 300,000 square feet to 450,000 square feet; eliminated the hotel, and reduced retail space from 450,000 square feet to 300,000 square feet which included the 180,000 square feet Hecht's department store. The Community Center (17,200 square feet) and optional grocery store (40,000 square feet) are not included in the density limits.

Project Plan Amendment B 9-99001B

Approval for Amendment B was granted with Preliminary Plan Amendment B (1-99030B) and Site Plan Amendment A (82001010A) on April 10, 2003.

Preliminary Plan 1-99030

The Planning Board approved the preliminary Plan on January 23, 2001 for 450,000 square feet of retail; 300,000 square feet of office space; 150,000 square feet of hotel; 150,000 square feet residential; and 40,000 square feet of grocery space.

Preliminary Plan Amendment A 1-99030A

Approval for Preliminary Plan Amendment A was granted with the Project Plan Amendment A on January 17, 2001.

Preliminary Plan Amendment B 1-99030B

Approval for Preliminary Plan Amendment B was granted with Project Plan Amendment B (9-99001B) and Site Plan Amendment A (82001010A) on April 10, 2003.

Site Plan 820010100

The Planning Board approved the Site Plan on April 26, 2001 and encompassed 1,050,000 square feet of development consisting of 300,000 square feet of retail space, 450,000 square feet of office space, 300,000 square feet of residential (up to 275 units), a parking facility with 1,649 spaces as well as a 20,425 gross square foot Community Center and an optional 40,000 square foot grocery store, subject to conditions.

Site Plan Amendment A

The Planning Board approved the Site Plan Amendment A on April 10, 2003 (Planning Board opinion dated July 22, 2003) for rearranging and resizing the uses within the mix; specifically, exchanging office square footage for housing, in response to market conditions, while maintaining the total development density. Housing units increased from 275 to 433 units (300,000 square feet to 480,000 square feet), while office space was diminished by 145,000 square feet, from 450,000 square feet to 305,000 square feet. The proposed replacement Hecht's store remained the same (180,000 square feet) and ancillary retail was reduced from 120,000 square feet to 85,000 square feet. The grocery store was re-introduced as a program element featuring 10,000 square feet (FAR) of storefront space at the Willard Avenue Plaza and 40,000 square feet of underground store area. Underground parking increased to 1,749 spaces.

Site Plan Amendment B

The Site Plan Amendment B was granted administrative approval for minor design changes to the ancillary retail structures, the office building, and the public use space that comprises the North Court. There was no public hearing. The certified site plan 82001010B was approved on November 10, 2005.

PROPOSED AMENDMENT

An amendment was filed on June 18, 2007 for specific changes to the approved site plan that include the following:

- 1) Addition of Pedestrian / Vehicle signage per Signage Package dated March 21, 2006 as approved by Montgomery County Sign Review Board.
- 2) Addition of a brick band at the Western Avenue bike path per the requirements of MC-DPWT.
- 3) Revisions to retail roof plan to indicate final engineering and revised rooftop HVAC equipment locations.
- 4) Street light fixture type G3 revised to 150 watt lamps along Western Avenue per the requirements of the District of Columbia. Locations of street light fixture type G2 along Friendship Boulevard revised per the requirements of MC-DPWT.
- 5) Upgrade of exterior finish material for retail buildings A, B, and C from architectural precast concrete to limestone.
- 6) Phasing of garage layout and parking striping. Sheets A-1.1, A-2.1, A-3.1, and A-4.1 added to illustrate temporary Phase I garage condition; and Sheet T-1 revised to indicate Phase I compliance with parking count requirements. Per the requirements of M-NCPPC Transportation Planning Department, adjustment to provide pedestrian crosswalks along the entire pedestrian path connecting pedestrian's ingress/ egress points within the underground parking area.
- 7) Removal of eastern-most existing mid-block crosswalk on Western Avenue per requirement of the District of Columbia and slight relocation of Western-most mid-block crosswalk on Western Avenue to allow for coordination of new ADA compliant sidewalk ramp with existing underground utilities. Western Ave crosswalk, tree layout and light poles adjusted to coordinate with field conditions and new direction from DC-DOT.

- 8) Mid-block crosswalks on Friendship Boulevard eliminated per the requirements of MC-DPWT. Ongoing coordination efforts between M-NCPPC and MC-DPWT to restore at least one mid-block crosswalk preferably across from the Community Center. Location of trees along Friendship Boulevard adjusted to avoid conflicts with street light fixture type G2 per the requirements of MC-DPWT.
- 9) Adjustment of on-site Amenity & Public Use Space tabulations to indicate potential restaurant outdoor seating areas in South Court retail area.
- 10) Revision of sidewalk detail on Western Avenue to include precast concrete curb to address existing site grading conditions and avoid damaging root system of existing Willow oaks.
- 11) Revision of Phase 1 Planting Schedule as part of the final landscape design refinement to a) add small evergreen trees (Arbovitae) and Japanese holly, b) provide more quantity but smaller specimens of English yew to allow for added evergreens, c) provide smaller *Enkianthus* due to unavailability of originally specified specimens, d) replace English ivy with larger specimens for increased survivability, e) replace bulbs with a variety of flowering perennials, and add flowering annuals, f) provide willow oaks of 2-2 ½" caliper rather than 3-3 ½" due to unavailability of originally specified specimens, and later replace them with healthy, 3-3 ½" willow oaks per original design once these become available.
- 12) District of Columbia Historic Marker is to be cleaned and restored as per the direction and approval of the Historic Preservation Office of the District of Columbia rather than the M-NCPPC Historic Preservation Staff.

PUBLIC NOTICE

A notice regarding the subject site plan amendment was sent to all parties of record by the Applicant on June 28, 2007. The notice gave the interested parties 19 days to review and comment on the amended site plan. Staff has received comments from the Coordinating Committee of Friendship Heights in support of the proposed Amendment. These comments reference previous dialogue with the developer for Wisconsin Place to resolve issues related to this Amendment. In addition, Staff has also received comments from the parties of record in opposition to the crosswalks modifications, and expressing concerns over the adequacy of the proposed tree plan and proposed number of bike racks.

The Amendment proposed to eliminate the eastern-most existing mid-block crosswalk on Western Avenue and all three mid-block crosswalks on Friendship Boulevard pursuant to requirements from DC-DOT and MC-DPWT, respectively. Two residents from the community of Brookdale who have opposed this modification argue that the crosswalk on Western Avenue is important because it is aligned with two major destination points across from Wisconsin Place: the Metro entrance and Mazza Gallerie entrance. Staff supports this concern, but as clarified by the Applicant, the location of underground utilities conflicts with the District's requirement for an ADA compliant sidewalk. The two residents also argue that the elimination of all mid-block crosswalks on Friendship Boulevard would prevent access from the community of Brookdale to the Community Center at Wisconsin Place. Staff is working with MC-DPWT to retain at least one mid-block crosswalk, preferably to the Community Center, and provide appropriate signage and markings in order to ensure pedestrian safety.

Tree coverage was also a concern in terms of conformance with previously approved plans, and quantities. While Staff agrees that trees are important, especially in urban settings, the changes proposed by this Amendment to the tree coverage are minor. Only on Friendship Boulevard, two green ash trees are eliminated in order to provide a greater offset from the curb and to coordinate with the adjustment to the locations of proposed light fixtures. On Western Avenue, the double row of willow oaks has been maintained with some minor adjustments to the spacing. No additional trees were removed.

One of the residents has argued that not enough bike racks are provided at Wisconsin Place. As submitted, this Amendment does not propose any modifications to the bike racks, which were approved on the last Certified Site Plan dated November 10, 2005. Throughout Wisconsin Place, there are a total of 29 bike racks, each accommodating 2 bikes, plus 2 bike lockers, accommodating a total of 60 bikes onsite. This number is above the minimum requirement as established by the standards for bicycle and motorcycle parking (Section 59-E-2.3.).

While concerns from citizens are taken seriously and have been evaluated with this amendment, the modifications presented support safety, ADA compliance, and requirements from other agencies and jurisdictions.

STAFF REVIEW AND RECOMMENDATION

The proposed amendment is consistent with the provisions of Section 59-D-2.6 of the Montgomery County Zoning Ordinance for Minor Plan Amendments. The amendment does not alter the intent, objectives, or requirements expressed or imposed by the Planning Board for the originally approved site plan or the approved Development Plan.

The proposed changes are consistent with as-built conditions and necessary changes for multi-phased projects, with respect to modifications to the retail rooftop, parking garage, layout of street trees and street lights, on-site landscaping, grading and utility locations; and coordination with other regulatory agencies, such as, the District of Columbia Department of Transportation (DC-DOT) and Montgomery County Department of Public Works and Transportation (MC-DPWT).

Item 1 – Pedestrian / Vehicle Signage

The Signage Package was approved by the Montgomery County Sign Review Board on March 21, 2006, and it includes details on pedestrian and vehicle signage that need to be incorporated into the site plan.

Item 2 – Bike Path

Changes to the bike path call for the addition of a brick band at Western Avenue per the requirements of MC-DPWT. This band provides a continuum for the bike path through the area in front of the crosswalk, where the bike lane is interrupted and slightly offset. Because the bike lane is on the sidewalk, the pavement material and pattern differentiates between the pedestrian and the bicycle environments, respectively, brick pavers set in herringbone pattern and stamped bituminous concrete set in a running bond pattern. The addition of a brick band that visually

connects both ends of the bike lane is seen as helpful in directing bike lane users through an area of high pedestrian traffic, and where the pattern of the bike lane is interrupted in favor of the pedestrian pavement. This minor addition will be helpful in orienting bike lane users onto the designated bike lane.

Item 3 – Retail Roof Plan

The retail roof plan has been revised to indicate final engineering and revised rooftop HVAC equipment locations. This change was the result of selecting the retail tenants, and subsequently customizing the equipment and layout to better fit their specific uses. These kind of modifications are likely to occur whenever a tenant changes, and hence the roof plan should be labeled as illustrative or conceptual in order to give more flexibility.

Item 4 – Street Light Fixtures

Along Western Avenue Street, light fixtures type G3 were revised from 100-watt to 150-watt lamps in order to meet the requirements of the District of Columbia. Even though the lamps are brighter, these fixtures are still equipped with an internal aluminum reflector, identical to the one previously approved, which will provide light cut-off. These fixtures are consistent with the new DC standards for light fixtures.

Item 5 – Exterior Finish Material

The exterior finish material for retail buildings A, B, and C was upgraded from architectural precast concrete to limestone. This modification will enhance the buildings aesthetically and the streetscape environment.

Item 6 – Parking Garage Phasing

This amendment indicates a phasing scheme for the parking garage in which parking requirements were divided between two phases. Phase I, the subject of this amendment, addresses parking requirements of all retail uses (including restaurants) with a total Gross Leasable Area (GLA) of 191,700 square feet. Parking is provided at a ratio of 5 spaces per 1000 square feet of GLA yielding a total of 815 spaces required. Phase I provides 850 parking spaces divided into 4 levels: B-1, B-2, B-3, B-4 with 115, 179, 251, 305 spaces respectively. The 35 spaces provided in excess of the 815 spaces required will be counted towards the requirements of the next phase. Phase II will meet the total parking requirements for the residential, community center, and office uses at Wisconsin Place.

Item 7

A) Mid-block crosswalks on Western Avenue

This amendment proposes to eliminate the existing mid-block crosswalk on Western Avenue per requirement of the District of Columbia, and realigns the western-most mid-block crosswalk to allow for coordination between the new ADA compliant sidewalk ramp and existing underground utilities. The elimination of the existing mid-block crosswalk is not seen as ideal, but the location of underground utilities conflicts with the District's requirement for an ADA compliant sidewalk. In addition, right turning vehicles onto Western Avenue and left turning vehicles onto the alley jeopardize pedestrian safety. Currently, the stop line for vehicles in the alley is too far removed from the intersection, which compromises the ability of drivers to see pedestrians in the crosswalk. By moving the mid-block crosswalk to the west of the intersection,

the pedestrian crossing does not interfere as much with vehicular circulation, thus allowing for greater pedestrian safety. Assuming that the pedestrian desire line is towards the Mazza Gallerie entrance and Metro entrance, pedestrians will have to cross twice with this amendment – once across Western Avenue and second across the alley. Even though it is not the most convenient choice, it is still the one that offers the greatest safety.

B) Tree Layout and light poles distribution

On Western Avenue, minor adjustments to tree layout and locations of light poles were necessary to coordinate with field conditions and new direction from DC-DOT. These adjustments did not change either the number of trees nor light poles. The new tree layout shows a more even spacing throughout the Western Avenue streetscape.

Item 8

A) Mid-block crosswalks on Friendship Boulevard

Along Friendship Boulevard, the three mid-block crosswalks were eliminated per the requirements of MC-DPWT. Ongoing coordination efforts between M-NCPPC and MC-DPWT envision restoring at least one mid-block crosswalk, preferably to the Community Center. On one hand, and perhaps a significant factor in the requirements of MC-DPWT, mid-block crossings are not generally expected by motorists, which could create a hazardous condition for pedestrians. On the other hand, when a significant amount of pedestrian traffic is being generated between intersections, mid-block crossings can be well justified. At Wisconsin Place, the high pedestrian traffic generated away from the intersections, mainly by the Community Center and Bloomingdale's, should be channeled into a designated location for crossing, which would in fact increase pedestrian safety. A number of factors, including pedestrian volume, traffic volume, roadway width, traffic speed and type, desired paths for pedestrians, and adjacent land use, determine the location and need for mid-block crossings.¹ At Wisconsin Place, a traffic study with projected traffic and pedestrian volumes will be required in order to justify the need for mid-block crosswalks. If all three crosswalks cannot be justified and supported by other agencies, at least one mid-block crosswalk at Friendship Boulevard should be provided at the Community Center location, particularly when the GEICO property is redeveloped.

B) Tree Layout on Friendship Boulevard

The location of trees along Friendship Boulevard was adjusted to avoid conflicts with street light fixture type G2 per requirements of MC-DPWT. As part of this adjustment and to have a greater offset from the edge of curb, two street trees were eliminated. Along Friendship Boulevard, there are now 19 Green Ash trees proposed rather than the 21 formerly approved. The new tree layout gives a greater offset from the curb's edge, which also adds better sight distance to turning vehicles.

Item 9 – On-site Amenity and Public Use Space

The on-site amenity and public use space tabulations were adjusted to indicate potential outdoor restaurant seating areas in the South Court retail area. This modification is seen as beneficial and complementary to the range of amenities provided at Wisconsin Place. This amendment proposes a decrease in public use space from 131,721 sq. ft. (3.02 acres) to 130,306 sq. ft (3.0

¹ American Association of State Highway and Transportation Officials (2004) *Guide for the Planning, Design, and Operation of Pedestrian Facilities*. DC: AASHTO. p.89

acres), which is still well above the 20 percent requirement of 69,260 sq. ft (1.59 acres). Overall, Wisconsin Place is providing a total of 37.6 percent of on-site public use space.

Item 10 – Sidewalk detail

The sidewalk detail was adjusted to include a precast concrete curb, which will address existing site grading conditions and avoid damaging root system of existing Willow oaks.

Item 11 – Planting Schedule

Minor refinements to Phase I of the planting plan include adding evergreen interest, Arbovitae and Japanese holy, and re-sizing some specimens. The Enkianthus species were reduced in size due to unavailability, and the English Yew were also reduced in size but increased in numbers. The Amendment also proposes to replace bulbs with a variety of flowering perennials and annuals, which will add variety and color to the planting plan. Due to temporary unavailability, the Willow Oaks to be installed in Minor Park will have a reduced caliper 2-2 ½”, however, as soon as 3-3 ½” caliper trees become available, these will be restored per originally approved landscape plan.

Item 12 - District of Columbia Historic Marker

The District of Columbia Historic Marker is to be cleaned and restored as per the direction and approval of the Historic Preservation Office of the District of Columbia rather than the M-NCPPC Historic Preservation Staff, as previously approved in Site Plan 8-01010 and Site Plan 8-01010A, with the Planning Board Opinion dates of April 26, 2001 and April 10, 2003, respectively. Both conditions 9-e and 13-a.iv) of the above mentioned Opinions are now removed. The marker belongs to the District, therefore its preservation falls under their jurisdiction.

The minor changes to the plan address phasing needs, landscaping and lighting location adjustments and provide coordination with the requirements of other agencies. This amendment did not go to DRC but was circulated to departmental staff for review and comment. Staff indicated approval of the amended items specified in the Applicant’s request with the following conditions, as specified in the Transportation Planning Memorandum dated August 13, 2007 (Attachment D), in regards to Item 6 for the temporary Phase I garage layout and parking stripping:

1. Pedestrian crosswalks must be provided along the entire pedestrian path connecting pedestrian’s ingress/ egress points within the underground parking area.

Staff recommends **APPROVAL** of the Minor Site Plan Amendment for Wisconsin Place (Site Plan No. 82001010C) for modifications to the approved site plan.

ATTACHMENTS

- A. Site Description and Vicinity
- B. Memorandum from Applicant revised July 10, 2007
- C. Letters from Community members
- D. Memoranda from M-NCPPC Departments
- E. Draft Planning Board Resolution

ATTACHMENT A

Site Description and Vicinity

The site, located in the central business district of Friendship Heights, is bounded by Wisconsin Avenue to the east, Willard Avenue to the north, Friendship Boulevard to the west, and Western Avenue to the south. The Friendship Heights Metro station is below the intersection of Wisconsin Avenue and Western Avenue. Western Avenue is the border between the District of Columbia and Montgomery County.

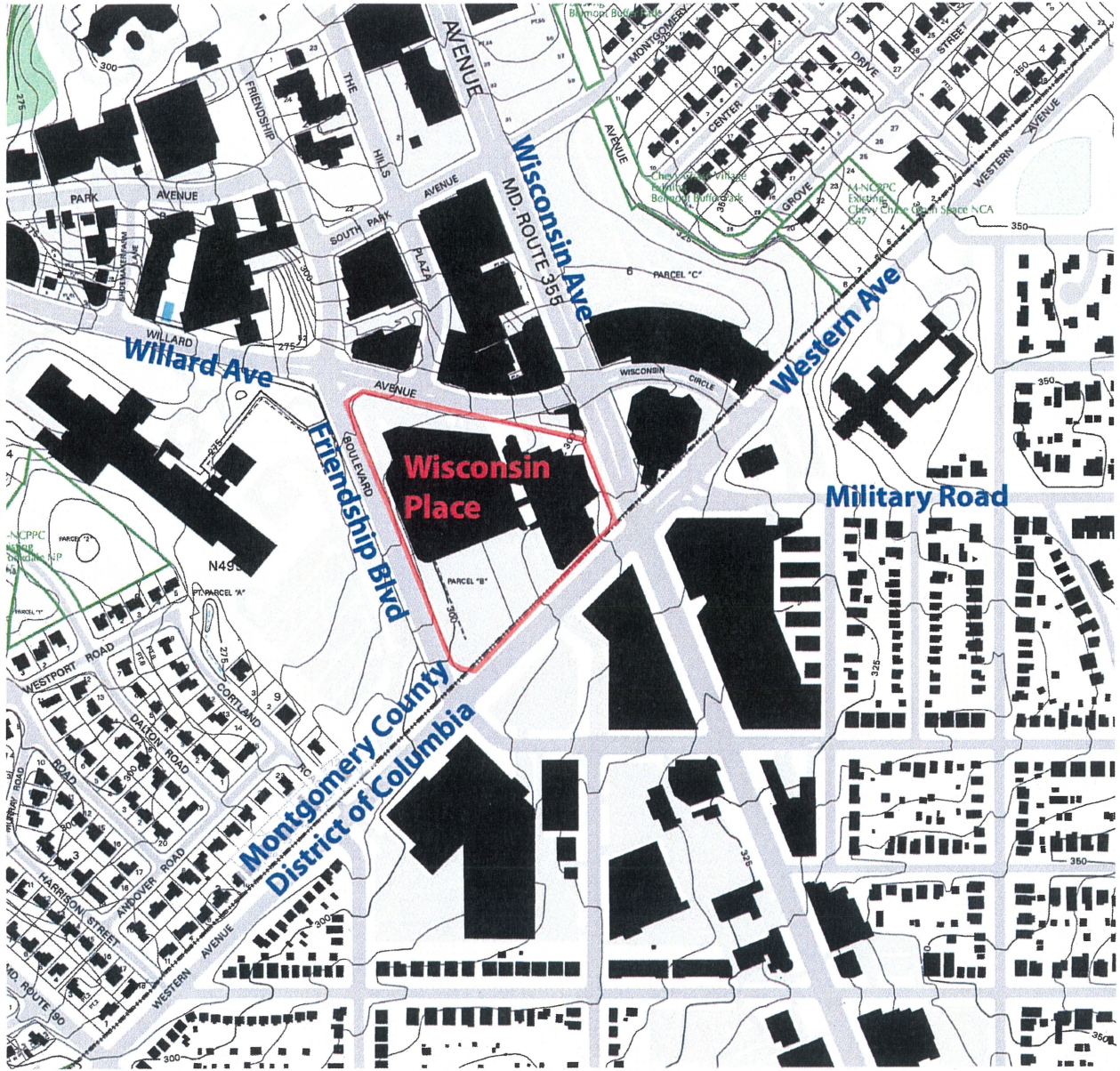
Across Willard Avenue to the north are a number of CBD-1 zoned commercial properties. Three parcels between Friendship Boulevard and The Hills Plaza are being redeveloped as the Chase Tower, a mixed-use development containing a 13-story office/retail building, a 2-story retail building, and a park.

The Willoughby, a 19-story residential condominium, is located to the northwest of the Wisconsin Place site. There are two small parcels between the northeastern corner of the site and the intersection of Willard Avenue and Wisconsin Avenue. They are developed with two, two-story commercial buildings.

Across Wisconsin Avenue to the east is the 12-story Chevy Chase Metro Building, built over a WMATA bus terminal and the Metro station. Within the District of Columbia, across Western Avenue to the south, are Mazza Gallerie on Wisconsin Avenue and Lord and Taylor to the west of Friendship Boulevard/Jenifer Street. These stores are separated by a parking lot. Chevy Chase Pavilion is located diagonally across the Western/Wisconsin intersection.

To the west is the TS-M/R-60 TDR zoned, 514,257 square feet GEICO headquarters complex. The entire 26-acre property has Preliminary Plan and Development Plan approval to be redeveloped into a mixed-use project including office, residential and ancillary retail uses.

On the subject site, Phase 1 is currently under construction including the Bloomingdale's Department Store, located at the Southwestern corner of the site, and its associated parking facility. Retail A & B are also scheduled to begin construction.



ARROW STREET

Architecture
Urban Design
Planning
Graphics and Interiors

MEMO

WISCONSIN PLACE

Date June 9, 2007 **Revised July 10, 2007**
Project / No. / File Wisconsin Place / 97075-113
To Rose Krasnow – MN-CPPC
From Michael Manship - AST
Subject Phase I Signature Set Amendment Consent Items

The list below are the design revisions to the Phase I portion of Wisconsin Place project along with a narrative describing the change and which sheet(s) have been impacted. Sheet L-1.0 of this drawing package is intended to serve as a master sheet having all the Phase I Consent Item revisions bubbled with references to the associated detail sheets for more specific indications of the change.

Revision Narrative:

1. Pedestrian/ Vehicle Signage – See Signage Package dated 21 March 2006 as approved by Montgomery County Sign Review Board.
2. Addition of a brick band at the Western Avenue bike path per the requirements of MC-DPW (see sheet L-14).
3. Revisions to retail roof plan to indicate final engineering and revised rooftop HVAC equipment locations (see sheet A-6).
4. Street light fixture type G3 revised to 150 watt lamps along Western Avenue per the requirements of the District of Columbia. Locations of street light fixture type G2 along Friendship Boulevard revised per requirements of MC-DPW (see sheet L-2).
5. Exterior finish material for retail buildings A, B, and C upgraded from architectural precast concrete to limestone (see sheet A-8.2).
6. Sheets A-1.1, A-2.1, A-3.1, and A-4.1 added to indicate temporary Phase I garage layout and parking striping. Parking Requirement Worksheet on Cover Sheet T-1 also revised to indicate temporary Phase I garage condition and compliance with parking count requirements.
7. Eastern-most existing mid-block crosswalk on Western Avenue eliminated per requirement of District of Columbia and Western-most mid-block crosswalk on

Western Avenue relocated slightly to allow for coordination of new ADA compliance sidewalk ramp with existing underground utilities (see sheet L-1.0 & L-14). Western Ave crosswalk, tree layout and light poles adjusted to coordinate with field conditions and new direction from DC-DOT. Mid-block crosswalks on Friendship Boulevard eliminated per the requirements of MC-DPW (see sheet L-1.0).

8. ~~Added temporary valet drop-off area along Friendship Boulevard to accommodate department store customers while Phase II construction is still on-going (see sheet L-4.1). Note, valet area will be removed and replaced during Phase II construction with landscaping per originally approved design. Temporary valet eliminated.~~
9. Location of trees along Friendship Boulevard adjusted to avoid conflicts with street light fixture type G2 per the requirements of MC-DPW (see sheet L-1.0).
10. Adjust On-site Amenity & Public Use Space tabulations to indicate potential outdoor seating area in South Court retail area for possible future restaurant use (see sheet T-3).
11. Adjust sidewalk detail on Western Avenue to include precast concrete curb to address existing site grading conditions and avoid damaging root system of existing Willow Oaks (see sheet L-6 and L-15).
12. **Per sheet L-4.1, adjusted Phase 1 Planting Schedule as part of the final landscape design refinement to add small evergreen trees (Arborvitae) and Japanese Holly, provide more quantity but smaller specimens of English Yew to allow for added evergreens, provide smaller Enkianthus due to unavailability of originally specified specimens, replace English Ivy with larger specimens for increased survivability, replace bulbs with a variety of flowering perennials, and add flowering annuals. These planting refinements provide for a design with more variety and character of species. Also, five trees in Minor Park, plant type QP2 (Willow Oak) reduced from 3-3 1/2" to 2-2 1/2" caliper due to availability. Should healthy, 3-3 1/2" Willow Oak become available, smaller caliper trees will be replaced per the original design.**

Distribution

S. Robins	LEB
D. Gilmore	NED
J. Hart	BP
B. Edgerly	AST
J. Tingley	CRJA

Pereira, Sandra

From: Robert Cope [rcope@gjcobert.com]
Sent: Friday, August 24, 2007 11:29 AM
To: Pereira, Sandra
Subject: Wisconsin Place

On behalf of the Coordinating Committee on F.H. I have been discussing several issues surrounding the minor amendments filed by the developer for Wisconsin Place. We have resolved those issues and we are not aware of any issues that are now outstanding with the Coordinating Committee. There are no plans at this time to oppose the application. Of course, we do not speak for individual citizens that may have contacted you. If you wish to discuss this matter in more detail please call me at my direct line listed below. Thanks, bob.

Robert L. Cope

Grove, Jaskiewicz and Cobert

URL [HTTP://WWW.GJCOBERT.com](http://WWW.GJCOBERT.com)

1730 M Street, N.W.

Washington, D.C. 20036

email: rcope@gjcobert.com

Direct: 202-416-0224

Office: 202-296-2900

Fax: 202-296-1370

Cell: 202-262-1043

MCP-Chairman

From: Dave Montgomery [dcmontgom@alum.mit.edu]
Sent: July 16, 2007 12:06 PM
To: MCP-Chairman; Pereira, Sandra
Subject: Proposed amendment of Wisconsin Place site plan

RECEIVED
0877
JUL 16 2007

Re: Proposed amendment of Wisconsin Place site plan,
application number 82001010C, dated 6-18-07

OFFICE OF THE CHAIRMAN
THE MARYLAND NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

I am just a past president of the Brookdale Citizens' Association; so I no longer speak for the association but my concern for the community continues. Wisconsin Place is also a personal concern in that my home faces the site across the GEICO parking lots.

The site plan that would result after the proposed amendment differs considerably from the originally-approved plan that I recall. I hope that significant changes were not made earlier without notifying this community. Whatever the mechanism, tree cover should not be reduced from the original concept.

Along with the aspects that we did not like, one that did seem desirable was the double row of trees along Western Avenue. This was not intended to be a row of shrubs paralleling a row of trees. Trees on the rest of the site now appear minimal. In short, What happened to the trees?

I request that all actions be taken to assure adequate tree cover on Wisconsin Place, consistent with the initially approved plan.

David C. Montgomery
4512 Cortland Road
Chevy Chase MD 20815

Pereira, Sandra

From: Daniel, Judy
Sent: Friday, July 13, 2007 6:05 PM
To: 'Gwen Lewis'
Cc: Pereira, Sandra
Subject: RE: Comments on the Proposed Site Plan Amendment for Wisconsin Place

Ms. Lewis, I spoke too soon! I found the amendment after I emailed you! Sorry. The planner who will be doing this report is Sandra Pereira. I am forwarding your note to her.

Judy Daniel

Sandra,
See below Ms. Lewis' concerns regarding this amendment request.
Judy

-----Original Message-----

From: Gwen Lewis [mailto:glewis@alumni.reed.edu]
Sent: Friday, July 13, 2007 5:26 PM
To: MCP-Chairman
Cc: Daniel, Judy; MCP-CR; Phyllis Edelman; Steve Heyman
Subject: Comments on the Proposed Site Plan Amendment for Wisconsin Place

Comments on the Proposed Site Plan Amendment for Wisconsin Place (Application No. 82001010C)

To the Planning Board:

Since the approval of the original site plan for Wisconsin Place, conducted while I was President of the Brookdale Citizens' Assn., this is the first opportunity I have had to comment on changes to the original plan. I have reviewed a map with explanations that our community obtained.

I am very concerned about the elimination of the midblock crosswalk on Friendship Blvd. This is said to be a requirement of MC-DPW. Such a crossing is needed for people in our community of Brookdale to access the Community Center and other parts of the site once it is built. If the county feels that we need a traffic light there, I have no objection.

The implication of the drawing and words is that the crosswalks on Western Ave. will be modified to have a single crosswalk on Western Avenue west of 44th St. (the alley/driveway to and from Mazza Gallerie's parking garage). It will not be in alignment with either the Wisconsin Place site or the most probable destinations on the South side of the street, namely the Metro entrance doorway and Mazza Gallerie. Locating it here will require pedestrians to cross two streets instead of one to get to their destinations. Consequently, people likely will cross illegally on the opposite side. Further, the alley/driveway is very dangerous because car drivers do not stop at the stop line, but rather drive into the very wide crosswalk in hopes of turning right on a red light or simply due to inattention. #7 is said to be a requirement of DC. This should be contested by Montgomery County. Both crosswalks are needed AND a no-right-on-red sign is needed at the driveway/44th street with or without changes to the crosswalk.

I am concerned about whether the planned trees on Western Ave. are in conformity with the original site plan. The numerous concrete walls, steps, and walks at the Bloomingdale's

entrance seem to interfere with the placement of the second row of trees. What kinds of trees are to be planted in the two rows? Where are the amended soils going to be that were to ensure the safety and good health of the trees? These details were not available on the drawing provided.

I would also like to raise the question to the Planning Board of whether the other trees on the site are in conformance with the original site plan or, if in conformance, make sense in the current circumstances.

For example, I note neither the Metro Plaza at the Wisconsin entrance nor the major park on Willard has any trees. Only four small trees are indicated in front of the retail/office building on Wisconsin Ave. The only trees internal to the site are in front of the residential building and one in the corner of the North Courtyard. This seems incredibly skimpy on tree cover that would help absorb heat and pollution on this dense site.

I believe there are too few bike racks on the site generally, and they are in a hazardous location at the Metro entrance on Wisconsin Ave. In a site that is supposed to encourage bicycle traffic, much more should be done to encourage this activity.

Respectfully submitted,
Gwendolyn L. Lewis

301-215-9224
4512 Cortland Road
Chevy Chase, MD 20815



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

To: Sandra Pereira
From: Judy Daniel, Team Leader Bethesda Chevy Chase/North Bethesda
Community-Based Planning
Sent: August 17, 2007
Cc: John Carter
Subject: Wisconsin Place Modifications

With the revision to the modifications being made to the Site Plan for Wisconsin Place to provide a means for including the mid-block crosswalk on Friendship Boulevard, as outlined in your memo of August 17, the Community-Based Planning staff finds the proposed modifications are acceptable and meet the intent of the Friendship Heights Sector Plan as adopted for Wisconsin Place.



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

August 24, 2007

MEMORANDUM

TO: Sandra Pereira, Site Planner
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ed Axler, Planner/Coordinator EA
Transportation Planning

SUBJECT: Wisconsin Place
Site Plan No. 82001010C
Friendship Heights Central Business District Policy Area

This memorandum is Transportation Planning staff's review of 11 minor modifications to Phase I of the subject site plan. The Adequate Public Facilities (APF) test was satisfied with the approval of Preliminary Plan No. 119990300, Friendship Place, on February 25, 1999, and its revision on December 18, 2000. The original site plan was approved on April 26, 2001, and amended on April 10, 2003.

RECOMMENDATIONS

We recommend the following conditions as part of the transportation requirements related to the approval of the proposed 11 modifications to the subject site plan as stated in the applicant's June 9, 2000, letter called "revision narratives":

1. In relation to Revision Narrative No. 6 for the temporary Phase I garage layout and parking stripping, the applicant must provide pedestrian crosswalks along the entire pedestrian path connecting pedestrians' ingress/egress points within the underground parking area.
2. In relation to the second part of Revision Narrative No. 7 for the elimination of three planned pedestrian mid-block crosswalks across Friendship Boulevard, the applicant should retain only the pedestrian central mid-block crosswalk as approved by the Montgomery County Department of Public Works and Transportation (DPWT). The central mid-block crosswalk is necessary as a direct connection to the proposed community center entrance and the site's internal east-west pedestrian corridor.

DISCUSSION

Site Location and Vehicular Access

The subject site is located on the east side of Western Avenue between Friendship Boulevard and Wisconsin Avenue (MD 355). Willard Avenue adjoins along part of the eastern property line. Vehicular accesses are from Friendship Boulevard and Willard Avenue.

Available Transit Service

The Friendship Heights Metrorail Station is located at the nearby intersection of Western Avenue and Wisconsin Avenue. Seven bus routes operate along Western Avenue, Wisconsin Avenue, and Willard Avenue.

Pedestrian and Bicycle Facilities

Transportation Planning staff supports Revision Narrative No. 11 and part of Revision Narrative No. 7, related to Western Avenue curb and mid-block crosswalk due to the District of Columbia requirements within Western Avenue right-of-way under the District's jurisdiction. These minor modifications were proposed based on the District of Columbia design standards or in order to avoid an existing physical constraint created by an existing storm drain located where the handicap ramp for the Western Avenue crosswalk was originally required.

Transportation Planning staff supports Revision Narrative No. 2, the additional brick band, to delineate the shifted bicycle path at one location.

The other pedestrian facilities are being upgraded along Wisconsin Avenue, Western Avenue, Willard Avenue, and Friendship Boulevard as recommended in the *Friendship Heights CBD Sector Plan*.

Master-Planned Roadways and Bikeways

In accordance with the *Friendship Heights CBD Sector Plan*, the roadways and bikeways are designated as follows:

1. Wisconsin Avenue is designated as a six-lane divided major highway, M-6, with a recommended 120-foot right-of-way and a "Class I separate bicycle path".
2. Western Avenue is designated as a four-lane undivided major highway with a recommended 120-foot right-of-way.
3. Willard Avenue between Friendship Boulevard and Wisconsin Avenue is designated as a four-lane undivided arterial, A-78, with a recommended 90-foot right-of-way and a "Class 2/3 shared bicycle travel lane".

4. Friendship Boulevard between Western Avenue and Willard Avenue is designated as a four-lane undivided arterial with a recommended 80-foot right-of-way and a “Class 2/3 shared bicycle travel lane”.

In accordance with the *Countywide Bikeways Functional Master Plan*, the bikeways are designated as follows:

1. A shared use path, SP-7, is designated along Western Avenue.
2. A dual bikeway, DB-2, is designated along Friendship Boulevard.
3. An on-road bike lane, BL-8, is designated along Willard Avenue.

Transportation Demand Management

The site is located within the Friendship Heights Transportation Management District. The applicant has signed and executed a Traffic Mitigation Agreement (TMAg), with the Planning Board and DPWT on September 3, 2004, to participate in the Friendship Heights Transportation Management Organization (TMO). This Traffic Mitigation Agreement does not specifically address the temporary valet parking discussed in the applicant’s Revision Narrative No. 8.

EA:tc

cc: Judy Daniel
Chuck Kines

mmo to Pereira re Wisconsin Place 82001010C.doc



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB No. 07-105
Site Plan No. 82001010C
Project Name: Wisconsin Place
Hearing Date: September 6, 2007

RESOLUTION

WHEREAS, pursuant to Montgomery County Code Division 59-D-3, the Montgomery County Planning Board ("Planning Board") is required to review amendments to approved site plans; and

WHEREAS, on June 18, 2007, WP Project Developer, LLC c/o New England Development ("Applicant"), filed a site plan amendment application designated Site Plan No. 82001010C ("Amendment") for approval of the following modifications:

- 1) Addition of Pedestrian / Vehicle signage per Signage Package dated March 21, 2006 as approved by Montgomery County Sign Review Board.
- 2) Addition of a brick band at the Western Avenue bike path per the requirements of MC-DPWT.
- 3) Revisions to retail roof plan to indicate final engineering and revised rooftop HVAC equipment locations.
- 4) Street light fixture type G3 revised to 150 watt lamps along Western Avenue per the requirements of the District of Columbia. Locations of street light fixture type G2 along Friendship Boulevard revised per the requirements of MC-DPWT.
- 5) Upgrade of exterior finish material for retail buildings A, B, and C from architectural precast concrete to limestone.
- 6) Phasing of garage layout and parking striping. Sheets A-1.1, A-2.1, A-3.1, and A-4.1 added to illustrate temporary Phase I garage condition; and Sheet T-1 revised to indicate Phase I compliance with parking count requirements. Per the requirements of M-NCPPC Transportation Planning Department, adjustment to provide pedestrian crosswalks along the entire pedestrian path connecting pedestrian's ingress/ egress points within the underground parking area.
- 7) Removal of eastern-most existing mid-block crosswalk on Western Avenue per requirement of the District of Columbia and slight relocation of Western-

Approved as to
Legal Sufficiency:


M-NCPPC Legal Department

- most mid-block crosswalk on Western Avenue to allow for coordination of new ADA compliance sidewalk ramp with existing underground utilities. Western Ave crosswalk, tree layout and light poles adjusted to coordinate with field conditions and new direction from DC-DOT.
- 8) Mid-block crosswalks on Friendship Boulevard eliminated per the requirements of MC-DPWT. Ongoing coordination efforts between M-NCPPC and MC-DPWT to restore at least one mid-block crosswalk preferably across from the Community Center. Location of trees along Friendship Boulevard adjusted to avoid conflicts with street light fixture type G2 per the requirements of MC-DPWT.
 - 9) Adjustment of on-site Amenity & Public Use Space tabulations to indicate potential restaurant outdoor seating areas in South Court retail area.
 - 10) Revision of sidewalk detail on Western Avenue to include precast concrete curb to address existing site grading conditions and avoid damaging root system of existing Willow oaks.
 - 11) Revision of Phase 1 Planting Schedule as part of the final landscape design refinement to a) add small evergreen trees (Arbovitae) and Japanese holly, b) provide more quantity but smaller specimens of English yew to allow for added evergreens, c) provide smaller Enkianthus due to unavailability of originally specified specimens, d) replace English ivy with larger specimens for increased survivability, e) replace bulbs with a variety of flowering perennials, and add flowering annuals, f) provide willow oaks of 2-2 ½" caliper rather than 3-3 ½" due to unavailability of originally specified specimens, and later replace them with healthy, 3-3 ½" willow oaks per original design once these become available.
 - 12) District of Columbia Historic Marker is to be cleaned, and restored as per the direction and approval of the Historic Preservation Office of the District of Columbia rather than the M-NCPPC Historic Preservation Staff.

WHEREAS, following review and analysis of the Amendment by Planning Board staff ("Staff") and the staffs of other applicable governmental agencies, Staff issued a memorandum to the Planning Board dated August 23, 2007 setting forth its analysis and recommendation for approval of the Amendment ("Staff Report"); and

WHEREAS, on September 6, 2007, Staff presented the Amendment to the Planning Board as a consent item for its review and action (the "Hearing"); and

NOW, THEREFORE, BE IT RESOLVED THAT, pursuant to the relevant provisions of Montgomery County Code Chapter 59, the Planning Board hereby adopts the Staff's recommendation and analysis set forth in the Staff Report and hereby approves Site Plan No. 82001010C; and

BE IT FURTHER RESOLVED that all site development elements as shown on Wisconsin drawings stamped by the M-NCPPC on August 17, 2007, shall be required; and

BE IT FURTHER RESOLVED, that this Resolution incorporates by reference all evidence of record, including maps, drawings, memoranda, correspondence, and other information; and

BE IT FURTHER RESOLVED, that this Amendment shall remain valid as provided in Montgomery County Code § 59-D-3.8; and

BE IT FURTHER RESOLVED, that the date of this written resolution is _____ (which is the date that this resolution is mailed to all parties of record); and

BE IT FURTHER RESOLVED, that any party authorized by law to take an administrative appeal must initiate such an appeal within thirty days of the date of this written opinion, consistent with the procedural rules for the judicial review of administrative agency decisions in Circuit Court (Rule 7-203, Maryland Rules).

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SP